

**COMMITTEE AGENDA REFERENCE: 5B**

<b>APPLICATION REF:</b>	<b>RU.23/0357</b>
<b>LOCATION</b>	2 & 2a Guildford Road Chertsey KT16 9BJ
<b>PROPOSAL</b>	Outline application for the erection of a 4 storey building comprising 47 one and 2 bed apartments following demolition of existing vacant office building and residential home (Matters reserved: Landscaping) (Revised Plans received 18/09/23 comprising removal of 1st and 2nd floor rear balconies to Building 1)
<b>TYPE</b>	Outline
<b>EXPIRY DATE</b>	<b>29/09/23</b>
<b>WARD</b>	Chertsey Riverside
<b>CASE OFFICER</b>	Katherine Appleby
<b>REASON FOR COMMITTEE DETERMINATION</b>	Major Development
<i>If you have questions about this report please contact Ashley Smith, Victoria Gibson or the case officer.</i>	

**1. SUMMARY OF RECOMMENDATION**

<b>It is recommended the Planning Committee authorises the HOP:</b>	
1.	<b>To approve the application subject to the completion of a S106 agreement and planning conditions</b>
2.	<b>To refuse planning permission at the discretion of the HOP should the S106 not progress to his satisfaction or if any other material planning matters arise prior to the issuing of the decision that in the opinion of the HOP would warrant the refusal of planning permission.</b>

**2. DETAILS OF THE SITE AND ITS SURROUNDINGS**

- 2.1 The site is roughly rectangular in shape, measuring 0.23ha and consists of two vacant properties, 2 Guildford Road known as Byfleet House - a self-contained 2-storey office building with a large rear car park and 2a Guildford Road, a 2-storey former 12 bed care home with a deep rearward 2 storey projection and an enclosed rear garden. The site has an irregular shape, with residential properties to the northwest, which include the Cowley's Almshouses (Grade II Listed) as well as the 2-4 storey high sheltered residential scheme known as Floral House and to the south and west the 2-4 storey high residential scheme known as Highcross Place including new terraced houses whose rear elevations and gardens face towards the site.
- 2.2 Abutting the site to the south-west is Galleon House at 4-10 Guildford Road which comprises a recent office to residential conversion with extensions to the roof providing a total of 12 flats, the railway line running along the northeast boundary of the site and close to a level crossing and the Grade II Listed Chertsey railway station building further north. On the

opposite side of the railway line immediate development is predominantly commercial units leading towards the town centre. Entrance to the parking for both properties is gained via a small access road between the two buildings off Guildford Road.

- 2.3 The site is relatively flat with some mature trees and greenery along the boundaries and is in the urban area and lies in Flood Zone 1. The site also lies within 5km of the Thames Basin Heaths Special Protection Area (TBHSPA), is within an Area of High Archaeological Potential. It is also a site identified in the Councils Strategic Land Availability Assessment (SLAA-Feb 2022 -ID 417) with a total (net) site capacity of 48.

### **3. APPLICATION DETAILS**

- 3.1 The proposed development seeks outline planning permission for the erection of a 4 storey high building comprising 47 apartments (made up of 28 one bed and 19 two bed apartments) following the demolition of the existing vacant office building and residential home. The principle of access to the highway, appearance, layout, and scale are the matters for the determination with landscaping the only matter being reserved for future determination. The application is effectively a revised proposal following the refusal of RU.21/1634.
- 3.2 The building would contain a maximum of 4 storeys with a flat roof top floor of a similar design to the floor below but set in 1 metre and cladded to contrast with the main walls of the building below. The building would comprise 2 main parts built either side of the existing reconfigured access road. The 2 parts would be linked by a connecting wing that would bridge over the access road allowing vehicular access to 6 car parking spaces to the rear. That part of the building closest to the railway (Building 2) would step down to the rear to 2 storey height in order to provide an improved relationship to existing residential properties in Highcross Place to the rear.
- 3.3 Other details would include full height windows for daylighting and a contemporary feel, inset and projecting balconies and ground floor private guarded terraces predominantly with glazed balustrades. The two-storey rear and side elevations and part of the three storey rear elevation on building 2 would also include contrasting brick detailing to add more visual interest. The heights of the two buildings would range between approximately 5.7metres – 11.8 metres. The main materials proposed would comprise zinc roofs, bricks, and reconstituted stone with brick predominating (to reflect the main local building material). These materials would be interchanged vertically, the recessed link element would be all brick and there would be some zinc cladding between some of the balconies to add additional visual interest.
- 3.4 The existing street access onto the site is to be reconfigured and a new access to be moved further away from the railway to reduce highway implications. The entrance has been located in the middle of the site, allowing for various green borders and vegetation to enhance the current entrance onto the site. A total of 6 car parking spaces are proposed adjacent to the access road to the rear comprising 1 for a car club, 2 for disabled users and 3 for visitors as well as electric vehicle charging points. Enclosed and covered cycle stores on the ground floor which would provide 60 spaces as well as internal bin stores with space for storage of separate waste and recycling containers has been proposed within each building both which would be located adjacent to the main entrance and lobby to the buildings which would be situated either side of the link bridge.
- 3.5 There are only a few significant trees on the site with a number of large trees within the land owned by the railway that will not affect the scheme due to the separation distance. Even though landscaping is reserved for future determination, an Arboricultural Report has been submitted which details the tree protection measures, with the main communal garden areas

located close to the rear of the two blocks. More open amenity space and landscaping is proposed than is currently on site as well as a small play area and no significant trees require removal.

- 3.6 The applicant has submitted several other documents and plans including a Design and Access Statement an Environmental Noise Assessment, Archaeological Desk-Based Assessment, Planning Statement, Energy Statement, Affordable Housing Statement, Flood Risk and Drainage Assessment, Transport Assessment, Travel Plan and a Preliminary Ecological Appraisal & Biodiversity Net Gain Assessment. As this is a revised scheme following the refusal of RU.21/1634, due to the negligible change to the site layout, and the overall reduction in floorspace and units, all previous supporting documents are re-submitted without change as there has been no material change in circumstances that warrants their amendment. However, the Design and Access Statement, Affordable Housing Statement, Transport Assessment and Planning Statement have been updated to reflect the changes and Various Views have also been submitted. The Bat Presence Survey Report has also been updated.
- 3.7 Following the refusal of the recent scheme (RU.21/1634), the design has been improved and the bulk, scale and mass of the development has been significantly reduced as well as window locations changed and the balconies closest to the neighbouring properties removed. Due to its town centre location the design compares favourably with the density of many of the developments of a similar scale within the vicinity of the site and in similar locations (e.g., apartments at Victory Park Road and at Addlestone One development). The applicant considers that the proposals will upgrade the area immediately facing the railway with a landmark development which is visible upon arrival into Chertsey. This application seeks to provide much needed accommodation in a sustainable location.
- 3.8 Apart from the reduction from 54 to 47 dwellings, the following are the key improvements when compared with recently refused application (RU.21/1634) :
- Removal of top floor from building 2 (4 floor levels from previous 5)
  - Redesign of top floor (level 4) including general 1m set-in and flat roof instead of previous mansard roof design
  - Removal of 2 floor levels from rear projection on building 2 and introduction of contrasting brick detailing to blank walls
  - Additional 0.5m set-back of building 1 from the site frontage
  - Minor changes to floor level 2 and revised layouts to the top floor.
  - Balconies have been removed from the first and second floor rear apartments B1-L1-03 and B1-L2-03 serving Building 1 and replaced with obscurely glazed windows to the rear with further windows to be added in the north-east elevation facing towards the internal courtyard which would result in additional internal floorspace.
  - Two rear windows serving third floor apartment B1-L2-03 would also be obscurely glazed.

#### 4. RELEVANT PLANNING HISTORY

4.1 The following history is considered relevant to this application:

Reference	Details

RU.21/1634	Outline application for the erection of a 4 to 5 storey building comprising 54 one and 2 bed apartments following demolition of existing vacant office building and residential home (Matters reserved: Landscaping) (Amended Plans received 02/08/22). Refused 19 <sup>th</sup> October 2022 for the following reasons. <b>1. The proposed development by reason of its scale, mass, size and design would result in a proposal out of keeping with the character of the street scene and location, harmful to the established character and appearance of the surrounding area contrary to Policy EE1 of the Runnymede 2030 Local Plan, and guidance in the NPPF.</b> <b>2. The building by virtue of its size, mass and proximity to the residential properties in Highcross Place, particularly the terrace nos. 53-57, would result in an overbearing form of development resulting in harm to existing residential amenities such that the development would fail to provide a high-quality design and good standards of amenity, contrary to Policy EE1 of the Runnymede 2030 Local Plan, the NPPG and NPPF.</b>
RU.20/0046	Erection of a 3 to 6 storey high building comprising 70 apartments in a mixture of studios, 1 and 2 bed apartments following demolition of an existing office building and residential home with associated car parking, refuse, cycle stores and communal amenity area. Refused 14 <sup>th</sup> July 2020
RU.94/0522	Erection of a two storey (12 bed) registered care home and associated two storey office building. Granted 31/01/95
RU.92/0034	Erection of 3 storey building for Business Use (Class B1) with associated parking following demolition of existing public house (revised plans received 14.2.92) refused 07/01/92- appeal dismissed

## 5 SUMMARY OF MAIN RELEVANT STRATEGIES AND POLICIES RELEVANT TO THE DECISION

- 5.1 National Planning Policy Framework and Guidance.
- 5.2 The Runnymede 2030 Local Plan was adopted on 16 July 2020 and the policies have to be read as a whole. Any specific key policies will be referred to in the planning considerations.
- 5.3 Runnymede Design SPD 2021
- 5.4 SPDs including but not limited to Thames Basin Heaths Special Protection Area 2008, Affordable Housing, S106 Contributions, Green and Blue Infrastructure (GBI).

## 6. CONSULTATIONS CARRIED OUT

Consultee	Comments
Environment Agency	No objection
RBC Arboricultural Officer	No objection subject to conditions

<b>Natural England</b>	No objection
<b>RBC Contaminated Land Officer</b>	No objection subject to conditions
<b>SCC County Highway Authority</b>	No objection subject to conditions
<b>SCC Lead Local Flood Authority</b>	No objection subject to conditions
<b>SCC Archaeology</b>	No objection subject to conditions
<b>RBC Drainage Engineer</b>	No objection subject to conditions
<b>RBC Housing Manager</b>	No objection
<b>Surrey Wildlife Trust</b>	No objection subject to conditions
<b>RBC Planning Policy</b>	No objection
<b>Network Rail</b>	No objection
<b>RBC Environment Health Officer</b>	No objection subject to conditions
<b>RBC Conservation Officer</b>	No objection
<b>RBC Recycling Officer</b>	No objection
<b>Surrey Bat Group</b>	No objection

### 6.1 Representations and comments from interested parties

6.2 156 Neighbouring properties were consulted in addition to being advertised on the Council's website and 8 letters of representation have been received from neighbouring properties expressing the following concerns:

- Not enough parking is proposed leading to on street parking nearby
- Not in keeping with the immediate area
- EV charging points should be provided
- Overlooking
- Loss of privacy
- The area sometimes floods due to the existing drains not being able to cope, the proposal will exacerbate this
- How will site traffic be managed?
- Public transport services in Chertsey (Rail and Bus) are not good enough to eliminate the need for cars
- Building of such a height could set a precedent in the area
- The roads are already highly congested and pollution in the area is on the increase
- Devaluation of property
- Overbearing and will cause overshadowing

## 7. PLANNING CONSIDERATIONS

### Principle and Quantum of Development

- 7.1 In the determination of this application regard must be had to the Development Plan and National policy within the NPPF. The application site is also included in the SLAA (Feb 2022) which identifies that this site could accommodate 54 units (net 47 due to the loss of 12 care home units which would equate to 7 residential units). The application site is located within the urban area where the principle of such development is acceptable subject to detailed consideration. This must be considered in light of the presumption in favour of sustainable development advocated by the NPPF. The key planning considerations are the acceptability of development in this location, the acceptability of the access proposed, the impact of the development on the character and visual amenities of the area, including trees, the impact on residential amenity, including noise impacts, affordable housing and infrastructure contributions, issues of traffic, highway safety and parking, contamination, flood risk and drainage, archaeology, and ecology including species protection and biodiversity of the area.
- 7.2 The NPPF confirms that the purpose of the planning system is to contribute to the achievement of sustainable development which consists of three roles; An economic role, social role and environmental role and confirms that the planning system should do everything it can to support sustainable economic growth and that planning should operate to encourage and not act as a pediment to sustainable growth. The application site (no. 2 only) formed part of a wider ELR site (C7), which covered a number of buildings, however The Runnymede 2030 Local Plan has since been adopted and Policy IE3: Catering for modern business needs is relevant. However, it does not appear that the vacant office falls under any of the categories set out under the bullet points of this policy. Both buildings have been vacant for a number of years and the office building has been marketed without success.
- 7.3 The site is predominantly surrounded by residential uses and is located within a reasonable walking and cycling distance of key facilities in Chertsey Town Centre as well as other leisure, employment and education facilities close to the site. Bus stops providing access to Chertsey Town centre as well as to the nearby larger towns of Staines-upon-Thames and Woking are located just a short distance away, and Chertsey Rail Station provides access to the rail network for longer distance trips with the M25 close by. As such the site is in a settlement location and has reasonable access to local facilities and is in a sustainable location. The site has been vacant and under used for some time and is close to local facilities. Also relevant is to help meet employment needs Policy IE1 of the Runnymede 2030 Local Plan proposes to allocate Byfleet Road for some 20,000 sqm net additional employment floorspace (a planning application for this site has been submitted under RU.21/0207-yet to be determined). In terms of acceptability of a residential use compared with a commercial or mixed use, Policy SD1 of the Local Plan advises that Chertsey including Chertsey South will require 2,212 net additional dwellings during the period of the Local Plan (2015-2030). Therefore, it is considered that the use of the site for residential use would be acceptable in principle.

### Design, Layout and Impact on Character and Appearance of the Area

- 7.4 A core principle of the NPPF is the provision of high-quality design and that permission should be refused for development of poor design that fails to take opportunities available for improving the character and quality of an area and the way it functions. Local Plan Policy EE1 provides a range of requirements for new residential development and the supporting text refers to the careful planning required for such development to meet the objectives of the policy.

- 7.5 The proposed development is on a prominent site, close to the railway crossing and station and it is considered a development in this location could have a positive impact.

Approaching from the south on Guildford Road the predominant character of the immediate area is two storeys, max 2 ½ stories including some Victorian properties, however the former 2 storey high office building to the west has recently been converted to residential use which included an additional floor and a rear extension and opposite the site there is some 4-storey development however this is set back from the road frontage. To the rear of the development the modern development to the rear is predominantly two storeys with some three storey town houses.

Offices/warehouse are located to the east with the railway line in between. Approaching the site from the north along Guildford Road the scale of development is comparable to this proposal with four storey flats at Charles house and the similar sized Compass House. After reaching the railway line it feels that a transition to a lower scale commences particularly as one reaches the Victorian section of Guildford Street.

	<b>Previous RU.20/0046</b>	<b>Previous RU.21/1634</b>	<b>Current RU.23/0357</b>
<b>Storeys</b>	3-6	3-5	2-4
<b>Height</b>	9.5-18.9 metres	8.5 - 14.4 metres	5.7metres – 11.8 metres
<b>No. of units</b>	70	54	47
<b>Back to back separation distances</b>	12.3m (at three storeys) to 21.8m (at six storeys)	11.3m (at three storeys) to 20.9m (at five storeys)	11m (at <b>two</b> storeys) to 20.5m (at <b>four</b> storeys)
<b>Communal amenity Space (approx.)</b>	585sqm	900sqm and play space	900sqm and play space

The original application RU.20/0046 was refused on design and amenity grounds and comprised one building of 70 units, up to 6 storeys and 18.9 metres high. Subsequent RU.21/1634 comprised one building of 54 units up to five storeys and 14.4 metres high with 2 main parts (building 1 and 2) built either side of the existing reconfigured access road and linked by a connecting wing, with a mansard style roof with dormers and was refused on mass, size, design and amenity grounds.

- 7.6 The current proposals have been amended in order to overcome the previous reasons for refusal of RU.21/1634. The main changes are a further reduction in numbers of units from 54 to 47 for the current proposal, the removal of the top floor from building 2 (4 floor levels from previous 5) as well as the removal of 2 floor levels from the rear projection on building 2 and the introduction of contrasting brick detailing so that it would effectively drop down to the scale of a two storey high building in order reduce potential impact on properties in Highcross Place. Level 4 has also been redesigned across both buildings to include a general 1m set-in and flat roof instead of the previous mansard roof design and dormer style projecting windows. Building 1 has also been set an additional 0.5m back from the site frontage. Materials used would be interchanged vertically along the articulation and setbacks on the building's façade

to add visual interest with brick predominating as it is reflective of the main building material in the local area.

- 7.7 The proposals reflect the shape of the overall site with two buildings connected by a recessive pend forming a building linked in plan, but visually separated when viewed down Guildford Road. The proposed building element closest to the newly converted and extended 3 storeys of apartments at (Galleon House) 4-10 Guildford Road is proposed at 4 storeys (with the top floor set-in) which represents a 1 storey step-up which, in turn, reflects the 1 storey step-up from the 2 storey terraced houses adjacent to the west side of 4-10 Guildford Road. The larger proposed building element adjacent to the railway line (building 2) has now been reduced by 1 storey (4 storeys) together with a reduction from 4 to 2 storeys for the rear projection that is closes to the existing houses to the rear.
- 7.8 This design approach provides a high-density building at the entrance to the town centre and adjacent to the train station. This storey height is lower than the 5 storey modern apartments approximately 65m to the north of the site which includes the 4 storey Charles House, Guildford Street which provides a design precedent via its top floor set-in and flat roof design. The higher density has in part been achieved by reduced levels of parking provision to maximize site layout but also as a result of the deeper site. This approach to sustainable development is encouraged by paragraph 104 of the NPPF which seeks to ensure that opportunities from existing transport infrastructure are realised – in relation to the scale, location or density of development that can be accommodated. The railway line is a clear division between the commercial character of land to the north compared with the dominant residential use to the south. The high-quality design-led approach provides a gateway building at the level crossing which will achieve a sense of arrival at this entrance to the town centre and the adjacent station. By creating a single building and single land use at the site, the proposed development will better reflect the existing adjoining residential uses and enhance the character and quality of the site.
- 7.9 The building footprint steps purposefully back to help break down the overall mass and the flat roof recessed top storey reduces the overall impact of the building on the streetscape. The development would front directly onto Guildford Road with access into the building through the centre pend. Unlike the flatted developments and office buildings to the north, one positive aspect of the scheme would be that there would be scope for landscaping across the frontage and to the north of the building by the railway line with a meaningful three metre distance to the edge or the pavement. As landscaping is a reserved matter to be considered at a later time finer detail is not available however it is considered that suitable space has been made for landscaping. It is considered that the development would not adversely affect the appearance of the surrounding residential streets. As such, it is considered that the current proposals fit in with the scale and grain of the general pattern of development in the vicinity of the area. As such the layout and design would respect and enhance the townscape and would not be harmful to the established character and appearance of the surrounding area in accordance with Policy EE1.
- 7.10 Regarding the suitability of the living accommodation being provided for future occupants, 29 flats (62%) would have a ground floor terrace or balcony all exceeding the minimum standard set out in the Council's Adopted Design SPD. The design of the proposed scheme, with enclosed balconies would mean none would overlook each other or directly face onto neighbouring residential properties. The total amount of private external amenity area balconies and terraces is 187sqm while the total external communal amenity area is 900sqm.
- 7.11 The larger areas of communal amenity space are at the rear of the proposed buildings where there is more sunlight and less road noise. All of the homes would meet the required Nationally Described Space Standards and thus meet the minimum floor space requirements set out in Policy SL19. There is level access to all areas and 2 residents lifts are proposed. All dwellings



are designed to comply with Building Regulations Part M4(2) for future adaptation, whilst 5% are designed to Part M4(3) as fully accessible for wheelchair users in compliance with Policy SD7. The design complies with the principles of secured by design and allows for natural surveillance of all the communal areas and the single vehicular access. There will be controlled access doors into the buildings 1 and 2 which will aid security measures at the building.

- 712 The Runnymede 2030 Local Plan promotes creating attractive places which make a positive contribution to the Borough's townscape, paying regard to layout and landscape character. It is considered that the development displays evidence of exploring place and context and has some relation to the local character. Furthermore, the design has incorporated the various guidelines and principles set out in the recently adopted Design Guide SPD. As such, it is considered that the proposed development would make a positive contribution and the layout and design would respect and enhance the townscape and the established character and appearance of the surrounding area and would be appropriate for its setting given the local context and has overcome the previous reasons for refusal and complies with Policies EE1, EE9, and EE11 and the NPPF.

### Heritage

- 7.13 Special regard has to be given to the protection of heritage assets, both above and below ground. The NPPF requires local planning authorities to assess the particular significance of any heritage asset that may be affected by a proposal and consider the balance between the potential harm to a heritage asset and the public benefits of the proposal. Policy EE3 Strategic Heritage Policy states that 'Development that affects Runnymede's heritage assets should be designed to protect, conserve and enhance the significance and value of these assets and their settings'. As the proposed development is in proximity to a number of statutory listed buildings (Chertsey Railway Station and Cowley's Almshouses, 33-41 Guildford Road), the impact of the proposed development on these heritage assets needs to be carefully considered.
- 7.14 Policy EE4 (Listed Buildings) requires that proposals should not adversely affect the Listed Building or its setting by virtue of design, scale, materials, or proximity or impact on views or other relevant aspects of the historic building fabric. The proposal site lies within the setting of two listed buildings, however due to their siting being located obliquely and with other tall buildings located within the vicinity, it is considered that the proposed development would not cause harm to the setting of the identified designated heritage assets, or the ability to appreciate their significance. It is also important to note that the Council's Conservation Officer has raised no objections to the proposals. As such, it is considered that the proposal would therefore comply with Policies EE1 and EE4 and the NPPF.

### Connectively and Highway Considerations

- 7.15 There would be additional traffic movements in and out of the site and letters of objection have raised concerns about impacts on parking in the area, and although the CHA notes the various objections to the proposals considers the site to be relatively sustainable in transport terms, and it is not considered a necessity for future occupiers to own their own vehicle. The provision of car club vehicles on site will have the effect of reducing the need for car ownership for future occupiers and the submitted Travel Plan will offer opportunities to encourage sustainable modes of transport. Therefore, the CHA considers that a "no car" development at this location is acceptable (as per Surrey County Council Car Parking Guidance Policy) in the context of the impact on highway safety and capacity.
- 7.16 The Developer cannot be required to "fix" existing issues, but there could be opportunities to introduce parking restrictions or Controlled Parking Zones, however this would be outside of the Planning System. The County Highway Authority have undertaken a site visit and an

assessment in terms of the likely net additional traffic generation, access arrangements and parking provision and raises no objection and as such no objections are raised subject to securing the provision of two ultra-low emission car club vehicles, the provision of two year's free membership of the car club and £50 drive time for all new first-time occupiers of each dwelling and the provision of secure management arrangements for the maintenance of the car club vehicles, bays and electric vehicle charging facilities through the s106 agreement.

- 7.17 Conditions requiring the access to be provided with visibility zones as shown, the provision of electric vehicle charging points for each car parking space and within the proposed cycle storage areas facilities for the charging of e-bikes are also requested. It is therefore considered that no additional traffic or highway issues have arisen from this current proposal and the scheme satisfies Policy SD4.

#### Affordable Housing

- 7.18 Under Policy SL20 35% of the units should be secured as Affordable Housing. Under this application it is proposed to secure 35% of the units as affordable rent with rents set at 65% of market value. This mix would not technically follow the tenure mix set out in policy guidance as there would be no shared ownership or first homes secured. However, given that there is significantly more demand for affordable rented products and normally these are only secured at 80% of market rent, the benefits of being able to secure 35% at 65% of market rate is a material consideration which in this case outweighs the lack of shared ownership or first homes.

- 7.19 This application seeks approval for 28 one-bedroom and 19 two-bedroom flats. Policy SL19: Housing Mix and Size Requirements of The Runnymede 2030 Local Plan requires the mix of units to reflect the identified housing needs of the area. Recent figures provided by the Housing Department at Runnymede Borough Council show the breakdown of applications on the Housing Register by the number of bedrooms each household requires:

Bedrooms Required	Number of Applicants	Percentage of Total
One bedroom	673	56%
Two bedrooms	276	23%
Three bedrooms	189	16%
Four (+) bedrooms	56	5%
Total	1194	

- 7.20 Runnymede Council's Allocation Scheme prioritises transfers for tenants who are under occupying family size homes, however the difference in rent on new affordable housing at Affordable Rent (up to twice that of existing social rent tenancies) means that it is difficult to encourage tenants to move unless they are not able to manage in the larger home or are subjected to the Social Sector Size Criteria. Provision of good quality smaller properties at social rent should facilitate the availability of larger homes to people on the Housing Register. The proposed mix of one-bedroom and two-bedroom flats strikes a balance between the needs identified by these figures and a manageable and sustainable development.

#### Impact on Trees

- 7.21 An Arboricultural and Planning Integration Report has been submitted which surveyed 9 category C (various) and 1 category B (oak) trees which are predominantly located on the boundaries of the site and concludes that to implement the proposal it will be necessary to remove two groups of trees and one individual, all are category C trees.

- 7.22 All the vegetation to be removed is of low quality and its loss to public amenity is negligible due to its overall condition and lack of visual presence. All vegetation of high and moderate quality and mostly growing around the boundaries of the site will be retained and can be adequately protected throughout the development process.
- 7.23 As landscaping is a reserved matter it will be determined at a future date, however the indicative plans indicate the retention of the more mature trees on the site and the introduction of additional landscaping around the site including the main communal areas to the rear which will provide outdoor amenity space for residents. As the revised plans have resulted in the further set back of the building additional landscaping can also be provided along the frontage which is welcomed.
- 7.24 The retained trees can be adequately protected during construction activities to sustain their health and longevity. Elsewhere there are opportunities for tree, shrub and hedge planting across the site. Precautions to ensure that the trees are protected and preserved for the future are proposed which includes tree protection measures implemented in conjunction with the proposals. Consequently, there will be an acceptable impact upon the local trees, subject to adhering to normal tree protection and construction techniques.
- 7.25 The Councils Tree Officer does not object to the works but recommends a condition requiring the tree protection measures are carried out as set out in the Arboricultural and Planning Integration Report by GHA dated 06/09/2021 Ref GHA/DS/122360:21. The proposal therefore complies with policies EE1, EE9 and EE11.

#### Ecology

- 7.26 Any development should not adversely affect the ecological interests of the site, indeed any future application could be an opportunity to improve the biodiversity of the area. A Preliminary Ecological Appraisal and Biodiversity Net Gain report (TSA Ecology April 2022) and an Updated Bat Presence/Likely Absence Report (TSA Ecology June 2023) have been submitted with the application which considers the ecology of the site and confirms that the proposed enhancements exceed the 10% Biodiversity Net Gain and benchmark. The submitted Bat report has been updated following a recent further bat survey being carried out, during which no bats were seen to emerge from Buildings 1 and 2 within the site which were assessed as having low potential to support roosting bats.
- 7.27 The new building works will include opportunities for nesting and roosting for bats. Surrey Wildlife Trust raises no objections subject to compliance with the submission of a Sensitive Lighting Management Plan, Landscape and Ecological Management Plan (LEMP) and biodiversity enhancement to include bat boxes. With the landscaping on the site being a future reserved matter for determination and in combination with successful implementation of the avoidance, mitigation and enhancement measures set out in the above-mentioned submission documents and subject to safeguarding conditions, it is considered that the proposed development can be carried out without any harmful impacts on protected species or habitats and the scheme complies with Policies EE9 and EE11.

#### Public Open Space

- 7.28 In terms of recreation, Local Plan Policy SL26 requires the provision of play spaces in new housing developments of 20 dwellings (net) or more. The scheme would provide a communal outside space which would amount to approx. 900sqm and a (toddler) play area located to the rear of the site and away from the boundary with the railway line. It is considered that the

provision can be secured via a condition or legal agreement as can its future maintenance. On this basis it is considered that the proposal would comply with Policy SL26 and that the quantum of development could be achieved whilst providing space for recreation. A management company will be set up to maintain all the communal areas within the site, including landscaping, open space and non-adopted roads.

#### Land Contamination

- 7.29 No objections have been raised by the Council's Contaminated Land Officer subject to conditions securing the installation of a ground gas or vapour protective membrane in compliance with Policy EE2 of the Runnymede 2030 Local Plan.

#### Noise and Air Quality Management

- 7.30 The noise environment at the site is influenced by railway noise which lies to the northeast of the site. A Noise Assessment has been undertaken to assess the baseline situation, the suitability of the site for residential development and identify any mitigation measures. The most likely units to be affected are those along the north-eastern flank of building 2 which includes balconies, although these would be predominantly enclosed. It is considered that providing an element of private amenity space weighs in favour of some inevitable noise impacts and it is considered that by specifying appropriate glazing and facade construction along with acoustically treated means of ventilation, it will be possible to ensure that an acceptable internal environment within the proposed buildings will be met.
- 7.31 Overall, it is concluded that, with the recommended measures in place, the occupants of the new properties can be provided with an acceptable acoustic environment. It is for these reasons and subject to conditions the proposed development is in accordance with Policy EE2 of the Local Plan and relevant policies in the NPPF in relation to noise.

#### Flood Risk and Drainage

- 7.32 The site is within Flood Zone 1 and a Groundwater Source Protection Zone and there is a risk of surface water flooding which coincides with an overland flow route, however, proposed buildings are outside of the footprint of the route. A Flood Risk Assessment was submitted in accordance with the requirements of the NPPF including details of Sustainable Urban Drainage.
- 7.33 Surrey County Council as Lead Local Flood Authority (LLFA) is satisfied the proposals meet the requirements set out in the technical Standard and Planning Policy Guidance. It is therefore considered that the site can deal with surface water drainage for the development in a sustainable manner which complies with the NPPF. The details of the drainage scheme can be secured by conditions as recommended by the LLFA.

#### Impact on Neighbouring Amenity

- 7.34 Regarding the effect of the proposals on the living conditions of neighbouring properties, Galleon House (4-10 Guildford Road) to the west comprises a recent office to residential conversion with extensions to the roof providing a total of 12 flats. Building 1 would be located close to the side boundary with this property and would extend further to the rear, however the existing no. 2a extends significantly to the rear and has several first-floor side windows facing directly into the rear parking and garden area. Although the proposed development would be 1 storey higher, the building would be staggered, the 4<sup>th</sup> floor would be inset and the side windows would all be secondary and obscurely glazed with no balconies facing directly into the rear parking and garden area. The design of the proposed building has taken account of the 4 side facing windows in the converted building at 4-10 Guildford Road by setting the proposed building further from this side boundary than the existing building, retaining an outlook from the 2 windows closest to the front of the site, and by not placing side facing

windows close to them. It is noted that these side facing windows at 4-10 Guildford Road are secondary to the principal front/rear windows that provide light and outlook to the same rooms.

7.35 Nos, 53-57 Highcross Place to the rear of the site comprise a row of 2 storey high modern terraces with no.57 having a short rear garden. The overall height, mass and bulk of building 2 has been reduced by 1 storey (to 4 storeys) together with a reduction from 4 to 2 storeys for the rear projection that is closest to the existing residential properties in Highcross Place to the rear when comparing with refused RU.21/1634. The two storey rear and side elevations and part of the three storey rear elevation on building 2 would also include contrast brick detailing to add more visual interest.

7.36 For the purposes of overlooking/privacy only Runnymede's Borough Design Guide seeks to have a distance of approximately 22m between habitable windows to surrounding properties. Due to careful design and window placement no existing house is directly overlooked from a distance of less than the 22m guidance set out in the Council's Design SPD.

Two windows at the rear of building 2, at second and third floor levels, do have 1 window facing towards the rear of houses in Highcross Place, though at an oblique angle. Both windows are secondary windows to habitable rooms and could therefore be obscure glazed if required.

With regards overbearing, the proposed building complies with the standard 11m separation from an existing house. However as a taller building it is considered that it is appropriate that a greater separation be achieved. At 3 or 4 storey level the building is now at least 17m from the nearest property at Highcross Place and most of the building is 23m away when considering direct views from the rear of Highcross Place. The building has been designed with articulation and setbacks to maintain appropriate relationships to surrounding residential properties. This articulation and stepping back of the footprint on the upper floors responds positively to the existing properties, with increasing separation distances as the heights of the building increase.

7.37 The orientation of the site is such that there should be minimal loss of any direct sunlight to existing residential properties which adjoin the site as these are only sited along the south-east and south-west boundaries.

7.38 A significant improvement to the scheme with regard to the impact on neighbouring occupiers is that the balconies have been removed from the first and second floor rear apartments B1-L1-03 and B1-L2-03 serving Building 1 and replaced with additional internal floorspace at first and second floor level in order to limit impact on the neighbouring amenities to the rear and in particular on no.53 Highcross Place. The windows on this elevation above ground floor level are also now proposed to be obscure glazed with further windows to be added in the north-east elevation facing towards the internal courtyard to ensure the bedrooms are still provided with sufficient natural light. Two rear windows serving a third-floor apartment would also be obscurely glazed which would still maintain another window serving the same room on the southern elevation.

7.39 The current proposals by reason of the reduction in storeys and the removal of the mansard roof design has resulted in a significant reduction in the size, mass and bulk of the building when compared to both earlier refused schemes and it is considered that in combination with this, separation distances, the orientation and form of the proposed development, the position of windows and balconies would avoid harmful overlooking and would provide an acceptable relationship between the existing and proposed dwellings and would not have a significant impact upon the residential amenities of all these properties and as such the proposal has overcome the previous reasons for refusal and complies with Policy EE1.

## Other Matters

- 7.40 As the site is within an Area of High Archaeological Potential, Policy EE7 of the Local Plan requires the applicant to carry out an archaeological review of the site. A desk study has been carried out which concludes that the site has potential to contain evidence of medieval and post medieval development and recommends that further work may be required to clarify the archaeological potential of the site. The County Archaeologist has reviewed the study and agrees with the recommendations of the assessment and considers that it would be reasonable and proportionate to secure the evaluation and any further works by condition in compliance with the requirements of Policy EE7.
- 7.41 The proposed development will have impacts on local infrastructure including education, health and Police which will all now be delivered through CIL in compliance with Policy SD7.
- 7.42 Policy EE10 states that additional residential development (including strategic allocations) beyond the 400m Special Protection Area exclusion zone, but within 5km of the Special Protection Area boundary, will need to put in place adequate measures to avoid and mitigate potential effects on the Special Protection Area. These must be delivered prior to occupation and in perpetuity and agreed with Natural England (NE). NE agrees with the position that the Council has taken in relation to the provision of strategic SANGS and securing SAMM payments. Following assessment by the Council as a competent authority, the Council is satisfied that subject to the completion of a legal agreement towards mitigation at these areas the risk of adverse effects on the integrity of the habitats site will be avoided. The applicant has submitted a draft S106 with the application and as competent authority the Council's appropriate assessment requires a contribution of £67,175.33 toward the provision of SANG and £30,548.18 towards the provision of SAMM in accordance with the Council's Adopted SPG. Subject to securing the SANG and the relevant SAMM contributions by way of a s106 agreement, it is considered that the proposal would address the impacts of the development the impact arising from the development on the Thames Basin Heath Special Protection Area in accordance with the Council's policies and the NPPF in compliance with Policy EE10.
- 7.43 Policy SD8 requires development of 1,000sqm or more to meet 10% of that development's energy requirements from renewable and/or low carbon technologies and new policy SD7 promotes sustainable design. As the proposal is for approx. 3,677sqm (GIA) of residential floorspace Policy SD8 requires development of this scale to consider whether connection to existing renewable/low carbon or decentralised networks is possible. The Energy Statement sets out that the proposed development will produce 11.60% less CO2 and use 12.14% less energy than the baseline scenario, which would surpass the on-site target reduction of 10%, as required by the policy which will be achieved through the provision of solar power (PV) generated electricity and an Air Source Heat Pump. However, no further details of measures have been provided and therefore conditions are recommended to secure this and in respect of water efficiency, and the proposal complies with the policies SD7 and SD8 and the NPPF.

## 8. **PLANNING OBLIGATIONS/COMMUNITY INFRASTRUCTURE LEVY (CIL)**

- 8.1 In line with the Council's Charging Schedule the proposed development would be CIL Liable however exceptions may apply.

## 9. **EQUALITY AND HUMAN RIGHTS CONSIDERATIONS**

- 9.1 Consideration has been given to Articles 1 and 8 of the First Protocol of the European Convention on Human Rights. It is not considered that the decision would result in a violation of any person's rights under the Convention.

Consideration has been given to s149 of the Equality Act 2010 (as amended), which imposes a public sector equality duty that requires a public authority in the exercise of its functions to have due regard to the need to:

- (a) Eliminate discrimination, harassment, victimisation and any other conduct prohibited by the Act
- (b) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
- (c) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

It is considered that the decision would have regard to this duty.

## **10. CONCLUSIONS**

- 10.1 The site is in the urban area and is included the Council's SLAA (Feb 2022). The proposal would provide a net addition of 40 dwellings which will contribute to housing supply particularly for affordable homes in the borough in a sustainable location with good access to facilities and services. This has to be given significant weight in favour of the application. The application site is not a proposed Strategic Employment Area (SEA) and it is in the urban area so the presumption is in favour of development. The design and quantum of development proposed makes an efficient use of an appropriate site and is not considered to be harmful to the character of the area or on future occupiers. The traffic and highway safety aspects of the application have been reviewed by the County Highway Authority who raises no objections and conclude that the proposed access is safe, and no harmful impacts would arise in respect of the highway network in the area. No other technical planning issues have been identified that would prevent planning permission being granted in accordance with the development plan and the NPPF.
- 10.2 The development has been assessed against the following Development Plan policies – SD1, SD2, SD3, SD4, SD5, SD7, SD8, SL19, SL20, SL26, EE1, EE2, EE3, EE4, EE7, EE9, EE10, EE11, EE12, EE13, IE2 and IE3 of the Runnymede 2030 Local Plan of the Runnymede Borough Local Plan Second Alteration April 2001, the policies of the NPPF, guidance in the PPG, and other material considerations including third party representations. It has been concluded that the development would not result in any harm that would justify refusal in the public interest. The decision has been taken in compliance with the requirement of the NPPF to foster the delivery of sustainable development in a positive and proactive manner.

## **11. FORMAL OFFICER RECOMMENDATION**

### **Recommendation Part A:**

The Hop be authorised to grant planning permission Subject to the completion of a Section 106 legal agreement under the Town and Country Planning Act 1990 (as amended) to secure the following obligations:

- 1. SAMM (TBHSPA) financial contribution of £30,548.18**
- 2. SANG(TBHSPA) financial contribution of £67,175.33**
- 3. The provision and deliverability of 35% Affordable Housing details of which will be subject to approval of the Council's Housing Officers at 65% market rate.**

4. **Secure the provision of two ultra-low emission car club vehicles for a minimum of two years from the first occupation of any dwelling.**
5. **Secure the provision of two year's free membership of the car club and £50 drive time for all new first-time occupiers of each dwelling.**
6. **Secure management arrangements for the maintenance of the car club vehicles, bays and electric vehicle charging facilities.**
7. **Secure management arrangements for the maintenance of the open space.**

All figures and contributions will also need to be finalised in negotiation with the applicant and relevant consultees and final authority in these negotiations is given to the CHPEBE.

And the following conditions:

1 Time

(a) Application for approval of the reserved matters shall be made to the Planning Authority before the expiration of three years from the date of this permission.

(b) The development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the reserved matters to be approved, whichever is the later.

Reason: To comply with Article 4 of the Town and Country Planning (Development Management Procedure) (England) Order 2010.

2 Reserved Matters

Approval of the details of the landscaping of the site within (hereinafter called "the reserved matters") shall be obtained from the Planning Authority in writing before any development is commenced and shall be carried out as approved.

Reason: To comply with Article 4 of the Town and Country Planning (Development Management Procedure) (England) Order 2010.

3 List of approved plans

The development hereby permitted shall not be carried out except in complete accordance with the following approved plans;

- 183\_L(10)-102-P1 Location Plan
- 183\_L(10)-200-P2 Existing Site Plan
- 183\_L(20)-200-P11 Proposed Site Plan
- 183\_L(20)-300-P10 General Arrangement Proposed Ground Floor
- 183\_L(20)-301-P11 General Arrangement Proposed First Floor
- 183\_L(20)-302-P11 General Arrangement Proposed Second Floor
- 183\_L(20)-400-P6 General Arrangement Proposed Site Sections
- 183\_L(20)-500-P13 General Arrangement Elevations Building 1
- 183\_L(20)-501-P10 General Arrangement Elevations Building 2
- 183\_L(20)-502-P2 General Arrangement Contextual Elevation
- 183\_L(20)-303-P14 General Arrangement Proposed Third Floor
- 183\_L(20)-30R-P9 General Arrangement Proposed Roof Plan

Reason: To ensure high quality design and to comply with Policy EE1 of the Runnymede 2030 Local Plan and guidance in the NPPF



4 External Materials

No development above slab level shall commence until details of the materials to be used on the external surfaces of the dwellings have first been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and maintained in accordance with the approved details.

Reason: In the interests of the visual amenities of the area and the character and appearance of the area and to comply with Policy EE1 of the Runnymede 2030 Local Plan and guidance in the NPPF.

5 Finishing Materials

No development above slab level shall commence until a specification of all the finishing materials to be used in any hard surfacing on the application site have been submitted to and approved in writing by the Local Planning Authority and thereafter undertaken in accordance with the approved scheme.

In the interests of the visual amenities of the area and the character and appearance of the area and to comply with Policy EE1 of the Runnymede 2030 Local Plan and guidance in the NPPF.

7 Tree Protection

The construction of the development shall take place fully in compliance with the measures set out in the Arboricultural and Planning Integration Report by GHA dated 06/09/2021 Ref GHA/DS/122360:21. Such measures and enhancements as provided shall be retained and maintained thereafter.

Reason: To protect the trees to be retained and enhance the appearance of the surrounding area, to ensure that replacement trees, shrubs and plants are provided and to protect the appearance of the surrounding area and to comply with Policies EE1, EE9, and EE11 of the Runnymede 2030 Local Plan and guidance in the NPPF.

8 Tree retention

No tree to be retained in accordance with the approved plans (hereafter known as retained trees and including offsite trees) shall be cut down, uprooted or destroyed and no works to the above or below ground parts of the trees in excess of that which is hereby approved shall be carried out without the written approval of the Local Planning Authority until the expiration of five years from the date of completion of the development. If, within this time, a retained tree is pruned not in accordance with BS3998, removed, uprooted, damaged in any way, destroyed or dies, replacement trees shall be planted at the same place, sufficient to replace the lost value of the tree as calculated using an amenity tree valuation system, unless otherwise agreed in writing by the Local Planning Authority. The number, size, species, location and timing of the replacement planting shall be as specified by the Local Planning Authority.

Reason: To protect the trees to be retained and to preserve and enhance the appearance and biodiversity of the surrounding area and to comply with Policies EE1, EE9 and EE11 of the Runnymede 2030 Local Plan.

11 Surface Water Drainage

The development hereby permitted shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the planning authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non- Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:

- a) The results of infiltration testing completed in accordance with BRE Digest: 365 and confirmation of groundwater levels.
- b) Evidence that the proposed final solution will effectively manage the 1 in 30 & 1 in 100 (+40% allowance for climate change) storm events and 10% allowance for urban creep, during all stages of the development. The final solution should follow the principles set out in the approved drainage strategy.
- c) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.). Confirmation is required of a 1m unsaturated zone from the base of any proposed soakaway to the seasonal high groundwater level and confirmation of half-drain times.
- d) A plan showing exceedance flows (i.e., during rainfall greater than design events or during blockage) and how property on and off site will be protected from increased flood risk.
- e) Details of drainage management responsibilities and maintenance regimes for the drainage system.
- f) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

Reason: To ensure the design meets the national Non-Statutory Technical Standards for SuDS and that the final drainage design does not increase flood risk on or off site and to comply with Policies SD7, EE12 and EE13 of the Runnymede 2030 Local Plan and guidance within the NPPF.

## 12 Verification Report SUDS

Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority. This must demonstrate that the surface water drainage system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls), and confirm any defects have been rectified.

Reason: To ensure the Drainage System is constructed to the National Non-Statutory Technical Standards for SuDS and to comply with Policies SD7, EE12 and EE13 of the Runnymede 2030 Local Plan and guidance within the NPPF.

## 13 Electric Vehicle Charging Points

The development hereby approved shall not be occupied unless and until each of the proposed car parking spaces are provided with a fast charge socket (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

Reason: To ensure sustainable design and to comply with policy SD7 of the Runnymede 2030 Local Plan and the NPPF.

14 New Access

No part of the development shall be first occupied unless and until the proposed vehicular access to Guildford Road has been constructed and provided with visibility zones in accordance with the approved plans and thereafter the visibility zones shall be kept permanently clear of any obstruction over 0.6m high.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to comply with Policy SD4 of the Runnymede 2030 Local Plan and guidance within the NPPF.

15 Parking and turning

The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purposes.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to comply with Policy SD4 of the Runnymede 2030 Local Plan and guidance within the NPPF.

16 Cycle Parking

The development hereby approved shall not be first occupied unless and until each of the proposed dwellings have been provided with bicycle parking in a robust, secure enclosure in accordance with the approved plan and thereafter retained and maintained to the satisfaction of the Local Planning Authority. Within the proposed cycle storage, facilities for the charging of e-bikes are to be provided, consisting of a standard three-point plug socket. All apartments are to be provided with parking for a minimum of 1 bicycle.

Reason: To ensure sustainable design and to comply with policy SD7 of the Runnymede 2030 Local Plan and the NPPF

17 Ground gas or vapour protective membrane

Before the commencement of the above ground construction of the development hereby permitted, details of the ground gas or vapour protective membrane (regarding ground gas or vapour migration pathways) which is to be laid under the floor of the development hereby approved, shall be submitted to and approved in writing by the Local Planning Authority. Details should include a detailed plan of where the membrane is to be installed, the name and model number of the membrane to be deployed and details as to how the membrane is to be installed and who by. Following approval of the plan, the membrane shall be laid in accordance with the approved plan. The membrane is to be retained for the life of the development.

Within two weeks of installation of the approved ground gas or vapour protective membrane (regarding ground gas or vapour migration pathways), details of how the

approved membrane was installed including proof of purchase and photographic evidence of installation shall be submitted to and approved by the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land are minimised, together with those to controlled waters, property and ecological systems and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with Policy EE2 of the Runnymede 2030 Local Plan and guidance within the NPPF

18 Noise (Acoustic insulation and ventilation)

No above ground development shall commence until a noise mitigation scheme has been submitted to and approved in writing by the local planning authority. The submitted scheme shall demonstrate that noise levels within all dwellings will not exceed 35 dB(A) LAeq 0700 – 2300 within living rooms and within bedrooms will not exceed 30 dB(A) LAeq 2300 – 0700. Also, typical peak noise levels shall not exceed 45 dB(A) L<sub>Amax</sub>, 2300 - 0700 in bedrooms. The mitigation scheme should include details of any mechanical ventilation scheme proposed, to facilitate reasonable levels of comfort cooling when windows are closed. Development shall be carried out in accordance with the approved details prior to occupation of any part of the development, or in accordance with an alternative timetable to be agreed in writing with the local planning authority.

Reason: To protect the amenities of occupiers of the development and to comply with Policy EE2 of the Runnymede 2030 Local Plan and guidance within the NPPF.

19 Ecology

The construction of the development hereby approved in detail shall take place fully in compliance with the measures set out in The Preliminary Ecological Appraisal and Biodiversity Net Gain report (TSA Ecology April 2022) and The Bat Presence/Likely Absence Report (TSA Ecology June 2023) and the final development shall include the mitigation and enhancement measures as recommended in The Preliminary Ecological Appraisal and Biodiversity Net Gain report (TSA Ecology April 2022) and the Bat Presence/Likely Absence Report (TSA Ecology June 2023) including the provision of bat boxes. Such measures and enhancements as provided shall be retained and maintained thereafter.

Reason: To protect the habitat of bats, any invertebrates, badgers, the flora, fauna and ecological value on the site and to comply with Policy EE9 of the Runnymede 2030 Local Plan and guidance within the NPPF.

20 Landscape and Ecological Management Plan (LEMP)

A Landscape and Ecological Management Plan (LEMP) shall be submitted to and approved in writing by the LPA prior to the commencement of development. The LEMP should be based on the proposed impact avoidance, mitigation and enhancement measures specified in the Preliminary Ecological Appraisal and Biodiversity Net Gain report (TSA Ecology April 2022) and should include, but not be limited to following:

- a) Description and evaluation of features to be managed
- b) Ecological trends and constraints on site that might influence management
- c) Aims and objectives of management
- d) Appropriate management options for achieving aims and objectives

- e) Prescriptions for management actions, together with a plan of management compartments
- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period)
- g) Details of the body or organisation responsible for implementation of the plan
- h) Ongoing monitoring and remedial measures
- i) Legal and funding mechanisms by which the long-term implementation of the plan will be secured by the applicant with the management body(ies) responsible for its delivery.
- j) Monitoring strategy, including details of how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.

Reason: To enhance the appearance and biodiversity of the surrounding area and to comply with Policies EE1, EE9 and EE11 of the Runnymede 2030 Local Plan and guidance within the NPPF.

## 21 Sensitive Lighting Scheme

Before any external lighting is installed at the site, details shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details and be retained as such thereafter.

Reason: To protect the amenities of occupiers of nearby properties and to protect wildlife and to comply with Policies EE2 and EE9 of the Runnymede 2030 Local Plan and guidance within the NPPF.

## 22 Renewable Energy

Prior to the first occupation of the development hereby approved in detail, details of the chosen renewable energy/low carbon technology to be used, along with calculations demonstrating that a minimum of 10% of the predicted energy consumption would be met through renewable energy/low carbon technologies shall be submitted to and approved in writing by the Local Planning Authority (LPA). Development shall be carried out in accordance with the approved details and thereafter retained, maintained and operational unless otherwise agreed in writing by the LPA.

In the event of air or ground source heat pumps being the chosen renewable energy measure, details shall be submitted to and approved in writing by the LPA prior to installation. Details shall include acoustic data to demonstrate that there will be no increase in the background noise level and that there will be no tonal noise emitted from the unit, as well as details of the location of the unit(s) and the distance to the closest dwelling.

In the event of PV's panels being part of the chosen renewable energy measure, details shall be submitted to and approved in writing by the LPA prior to installation.

Reason: To ensure that a minimum of 10% of the energy requirement of the development is produced by on-site renewable energy sources/low carbon technology and to protect the amenities of occupiers of nearby properties and to comply with Policy SD8 of the Runnymede 2030 Local Plan and guidance within the NPPF.

## 23 Archaeological Work

No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the Planning Authority.

Reason: To allow archaeological information to be recorded and to comply with Policy EE7 of the Runnymede 2030 Local Plan and guidance within the NPPF.

24 Provision of Play Areas

Prior to the commencement of above ground works of development hereby approved details of the siting, size and design of the children's equipped play area shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include measures for management and maintenance, and the scheme shall be implemented fully in accordance with the approved details and retained for the lifetime of the development. The details shall be in accordance with approved drawing 183\_L (20)-200-P11 Proposed Site Plan.

Reason: To ensure the development includes high quality open spaces to enhance the health and well-being of the future occupiers of the development and to comply with Policy SL26 of the Runnymede 2030 Local Plan and guidance in the NPPF.

25 Water Efficiency

Prior to the first occupation of the development hereby permitted it shall be demonstrated that the optional requirement for water consumption (110 litres use per person per day) in Regulation 36(2)(b) of the Building Regulations has been complied with for that dwelling. Such details as shall be approved shall be fully implemented and retained for the lifetime of the development

Reason: In order to achieve water efficiency and sustainable development and to comply with Policy SD7 of the Runnymede 2030 Local Plan and guidance within the NPPF.

26 Gates and accessibility

No gates shall be provided across the vehicular entrance to the development. There shall also be no lockable gate to pedestrian access points.

Reason: To protect the visual amenities of the area and to promote inclusive communities in accordance with the NPPF.

27 Affordable Housing

The proposed scheme shall provide 100% affordable housing.

Reason: To accord with the terms of the planning application.

28 Travel Plan

Three months prior to the occupation of the development a Travel Plan shall be submitted for the written approval of the Local Planning Authority in accordance with the sustainable development aims and objectives of the National Planning Policy Framework, Surrey County Council's "Travel Plans Good Practice Guide" and in general accordance with the Framework Travel Plan dated August 2021 (Rev A). And then the approved Travel Plan shall be implemented on occupation and for each and every subsequent occupation of the

development, and thereafter maintained and developed to the satisfaction of the Local Planning Authority.

Reason: To encourage active and sustainable travel and to avoid harmful impacts on air quality and to comply with Policies SD3 and EE2 of the Runnymede 2030 Local Plan and guidance within the NPPF.

- 29 The development hereby approved shall incorporate the sustainable construction and demolition techniques as set out in the Energy Statement dated 19/08/21.

Reason: To provide a sustainable development and to comply with Policy SD7 of the Runnymede 2030 Local Plan and guidance within the NPPF.

30 Site Waste Management Plan

Prior to commencement of development, including demolition, a Site Waste Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The development shall take place fully in accordance with the approved details.

Reason: To achieve sustainable development and protect the environment in the vicinity of the site and to comply with Policy EE2 of the Runnymede 2030 Draft Local Plan and guidance within the NPPF.

**Informatives:**

1 Summary of Reasons to Grant Consent

The decision has been taken in compliance with the requirement in the NPPF to foster the delivery of sustainable development in a positive and proactive manner.

2 New Vehicle Crossovers and Dropped Kerbs

The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover or to install dropped kerbs. Please see [www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs](http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs) .

3 Other Works to the Highway

The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme> . The applicant is also advised that Consent may be required

under Section 23 of the Land Drainage Act 1991. Please see [www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice](http://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice)

- 4 The Applicant should be aware that it is likely they will need to enter into a S278 agreement in order to carry out the works required for the new access and the reinstatement of the existing access and footway.

- 5 Mud/debris on the highway

The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149)

- 6 Accommodation works

The developer is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to streetlights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.

- 7 Damage to the highway

Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.

- 8 Utility works liaison

The developer would be expected to agree a programme of implementation of all necessary statutory utility works associated with the development, including liaison between Surrey County Council Streetworks Team, the relevant Utility Companies and the Developer to ensure that where possible the works take the route of least disruption and occurs at least disruptive times to highway users.

- 9 Electric vehicle charging

It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to:

<http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.

- 10 Many trees contain wildlife such as bats and nesting birds that are protected by law. The approval given by this notice does not override the protection afforded to these species and their habitats. You must take any necessary steps to ensure that the work you are carrying out will not harm or disturb any protected species or their habitat. If it may do so you must also obtain permission from Natural England prior to carrying out the work. For more information on protected species please go to [www.naturalengland.gov.uk](http://www.naturalengland.gov.uk) .

- 11 Unless it can be demonstrated that it is unfeasible to do so the applicant shall achieve compliance with Part M4(2) of the Building Regulations with 5% of dwellings achieving Part M4 (3).



- 12 The applicant is advised to incorporate into the development the principles and practices of the 'Secured by Design' scheme in consultation with the Designing Out Crime Officer.
- 13 The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours: -
- 8.00am - 6.00pm Monday to Friday  
8.00am - 1.00pm Saturday  
and not at all on Sundays and Bank Holidays.
- 14 If proposed site works affect an Ordinary Watercourse, Surrey County Council as the Lead Local Flood Authority should be contacted to obtain prior written Consent. More details are available on our website.
- 15 If proposed works result in infiltration of surface water to ground within a Source Protection Zone the Environment Agency will require proof of surface water treatment to achieve water quality standards. Sub ground structures should be designed so they do not have an adverse effect on groundwater.
- 16 If there are any further queries please contact the Flood Risk Asset, Planning, and Programming team via [SUDS@surreycc.gov.uk](mailto:SUDS@surreycc.gov.uk) . Please use our reference number in any future correspondence.
- 17 Should the presence of contamination or unfavourable infiltration rates make the proposed method of discharge unviable, an alternative method of discharge should be provided based on the discharge hierarchy in Defra Non-statutory technical standards for sustainable drainage systems.
- 18 As mentioned in the flood risk assessment, parts of the site are impacted by an existing medium/high risk surface water flow path. To not increase flood risk offsite, the proposed SuDS strategy must demonstrate that drainage elements have been sized appropriately to account for the potential impact of this surface water flow path.
- 19 The applicant / developer is advised to contact Network Rail's Asset Protection and Optimisation (ASPRO) team via [AssetProtectionWessex@networkrail.co.uk](mailto:AssetProtectionWessex@networkrail.co.uk) prior to works commencing. The applicant / developer may be required to enter into an Asset Protection Agreement to get the required resource and expertise on-board to enable approval of detailed works. More information can also be obtained from our website <https://www.networkrail.co.uk/running-the-railway/looking-after-the-railway/asset-protection-and-optimisation/>.

### **Recommendation Part B:**

The CHPEBE be authorised to refuse planning permission should the S106 not progress to his satisfaction or if any significant material considerations arise prior to the issuing of the decision notice that in the opinion of the CHPEBE would warrant refusal of the application. Reasons for refusal relating to any such matter are delegated to the CHPEBE.